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THE COMPARISON OF THE VEHICLES USED IN DRIVER TRAINING IN THE FUNCTION OF THE CHANGING OF THE LAW BACKGROUND

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The paper deals with the detailed descriptions and specification of driver training vehicles. It compares the vehicles used from 30th of November 2003 with the ones introduced into training after 1 st of December 2003. In the paper the foundation of a driver training school is limited only to the categories „B” and „C” (for cars and lorries) and to the „C1” sub-category because these are the categories that are necessary for the soldier students of the Miklos Zrinyi National Defence University.

A cikk az oktató járművekre vonatkozó részletes előírások bemutatásával foglalkozik, a 2003. év november 30-ig oktatásba bevont járművekre vonatkozó fontosabb előírásokat hasonlítja össze a 2003. év december 1-jét követően oktatásba bevont járművekkel. A cikkben a „B” és „C” kategóriákra valamint a „C1” alkategóriára korlátoztam a bemutatást, mivel a ZMNE katonai hallgatói számára ezek a megkövetelt járműkategóriák. Key words: driver, car, driver training school, instructor, vehicle

1. The general conditions of the vehicles used in driver instruction

In driver training two different periods have to be distinguished between the used vehicles, in the first category the vehicles that entered into training until 30th November 2003 in which case these vehicles can only stay in service until 30th of September 2013. Those vehicles that entered service after 1st of December 2003

belong to the second category in which case they are allowed to be used after the 30th of September 2013. In driver training practice only those vehicles are allowed to be used that has an authority permit and the regional board of directors find it suitable. The training car certification has to be issued for the maximum of two years according to the checking and verification by the MOT. The valid certification has to be present at the instructor during training and examination and the instructor also has to present it to the authorised person when asked.^{[1][2]}

2. Specifications for the vehicles belonging to the „B” category^{[1][2][3]}

Specification concerning vehicles that entered service until 30th November 2003:

- Car that can carry a minimum of five persons, four or five door type;
- Vehicles that are capable of reaching 100 km/h (60MPH) speed;
- At least four seats have to equipped with headrests (if factory specifications allow it);
- Double pedal system;
- On those vehicles that have no distinguished left and right turn sign index on their dashboard an excess indicator have to be used that can be well observed from the instructor’s seat and also from the back seats;
- three rear view mirrors, that allows the rear viewing of both traffic lanes from the driver seat;
- two spare rear view mirrors, that allows the proper rear viewing from the passenger seat according to the specific regulations.

Specification concerning vehicles that entered service after 1st December 2003:

- Car that can carry a minimum of five persons;
- Minimum of four door type;
- Vehicles that are capable of reaching 100 km/h (60MPH) speed;
- At least four seats have to equipped with headrests (if factory specifications allow it);
- Double pedal system;
- On those vehicles that have no distinguished left and right turn sign index on their dashboard an excess indicator have to be used that can be well observed from the instructor’s seat and also from the back seats;
- three rear view mirrors, that allows the rear viewing of both traffic lanes from the driver seat;

- two spare rear view mirrors, that allows the proper rear viewing from the passenger seat according to the specific regulations.

As can be seen from the above that there is no difference between the specification of the two category period and any present day car satisfies these conditions regardless of the type. Only limited modifications needed concerning the installation of the double pedal system and the second rear view mirror.

3. Specifications for the vehicles belonging to the „C1” category ^{[1] [2] [4]}

Specification concerning vehicles that entered service until 30th November 2003:

- Driver cabin seating at least three person (in a single airspace with the driver);
- Lorry weighing a minimum of 4000 kg maximal gross weight belonging to sub category „C1”;
- Capable of reaching the speed of at least 80 km/h;
- No specific upper structure is allowed (only closed or awned (canvas covered)),
- An excess braking pedal that can be operated from the passenger seat that has an effect on the central braking system;
- two excess rear view mirror that assures the effect from the passenger seat that is prescribed by the specific decree;
- The use of the tachograph for training reasons;
- The lorry must be weight up to half of its original allowed weight.

Specification concerning vehicles that entered service after 1st December 2003:

- Driver cabin seating at least three person (in a single airspace with the driver);,
- Lorry weighing a minimum of 4000 kg maximal gross weight belonging to sub category „C1”;
- Capable of reaching the speed of at least 80 km/h;
- At least 5 meters long;
- An upper structure that is as high and as wide as the driver’s cabin, but no specified upper structure is allowed;
- Anti Blocking System for all wheels under braking conditions (ABS);
- The use of the tachograph for training reasons;

- An excess braking pedal that can be operated from the passenger seat that has an effect on the central braking system;
- two excess rear view mirror that assures the effect from the passenger seat that is prescribed by the specific decree;
- the lorry must be weight up to half of its original allowed weight.

There is a significant difference in the „C1” category vehicles, because a big technological advanced occurred in the last few years. The once widely used AVIA-s and IFA-s are not in the allowable categories any more. The prescription of the use of ABS on all wheels on the vehicles is a big challenge that the driver instructor schools have to face, because these vehicles are rather expensive.

4. Specifications for the vehicles belonging to the „C” category ^{[1] [2] [4]}

Specification concerning vehicles that entered service until 30th November 2003:

- Driver cabin seating at least three person (in a single airspace with the driver);,
- Lorry weighing a minimum of 10000 kg maximal gross weight belonging to category „C”;
- Capable of reaching the speed of at least 80 km/h;
- No specific upper structure is allowed (only closed or awned (canvas covered));
- An excess braking pedal that can be operated from the passenger seat that has an effect on the central braking system;
- two excess rear view mirror that assures the effect from the passenger seat that is prescribed by the specific decree;
- The use of the tachograph for training reasons;
- The lorry must be weight up to half of its original allowed weight.

Specification concerning vehicles that entered service after 1st December 2003:

- Driver cabin seating at least three person (in a single airspace with the driver);
- Lorry weighing a minimum of 12000 kg maximal gross weight belonging to category „C” (during the exam the lorry must be weigh to 10000kg);
- At least 5 meters long and 2.4 m wide;
- Capable of reaching the speed of at least 80 km/h;
- Anti Blocking System for all wheel under braking conditions (ABS);,
- At least 8 speed gearbox;

- The use of the tachograph for training reasons;
- Speed limiter;
- An excess braking pedal that can be operated from the passenger seat that has an effect on the central braking system;
- two excess rear view mirror that assures the effect from the passenger seat that is prescribed by the specific decree.

The biggest change occurred at the „C” category vehicles when the law changed. From the choice of vehicle for training only those comply to the strict conditions that were manufactured in the last few years. When searching for a training vehicle the biggest problem is not the presence of the ABS system nor the suitable gear box or the speed limiter but the driver cabin that seats three persons. In the present day vehicles the so called three-seat-in-one that were well known in the lorries coming from the socialist industries are not fashionable any more.

5. Procedure Concerning the Qualification Examination and the Certification of Training Vehicles

The qualification examination is made by the regional authorizing directorship according to the request of the registered keeper of the vehicle. If the trainer is working in the area of more than one regional authorizing directorship, in this case the qualification examination of his trainer vehicle can be done by any of the regional directorship where the trainer name is present in the register. The training vehicle certification can only be issued to vehicles with a valid vehicle licence. In the validation column of the certification the category that the given vehicle is suitable for training has to be stated. When issuing and validating the training vehicle certification the circumstance has to be stated whether the vehicle entered service before or after the 1st of December 2003.^[5]

6. The Requirements and Examination of Vehicles Used for Training ^{[1] [5]}

6.1 Aesthetical state, reliability

The vehicle internal and external aesthetical state has to be inspected. The condition of the engine, the driving chain, the braking and steering system, the speed

limiter and all control devices has to be checked with tests. According to the vehicle licence the vehicle has to be checked whether it complies with the regulations. The vehicle has to be presented with the original load condition. The speed requirement of the vehicle has to be verified according to the authority certification or the „user manual” or if none of these are present then it has to be measure on public roads. The overall dimensions of the vehicles (length, height, width) has to be checked by a tape measure according to the data stated in the vehicle type certificate

6.2 Rear view mirrors

The rear-view mirrors have to insure the prescribed rear viewing for both the driver and the instructor. The rear-view mirrors have to be adjustable and vibration free. The presence of the mirrors and their adequateness has to be inspected from the instructor’s seat.

6.3 Breaking system

The installation of the supplementary brake pedal does not qualify as vehicle conversion that is why the validity mark on these parts is not required. With air-brakes the effectiveness of the operation of the supplementary brake pedal has to be equal to the effectiveness of the original braking system. With hydraulic or combined brakes the effectiveness should reach at least 90% of the original system. The installation should make an easy and fast operation for the instructor; it has to be easily and quickly operated. The testing of the effectiveness of the barking with the supplementary brake pedal can be done on public roads or on test bed.

6.4 Tachograf

It suits the requirement for training purposes if it complies with the regulations provided by „KöHÉM” and if it were installed in a specialised workshop that is included in the transportation information. For the examination the Tachograf has to be in operation.

6.5 Other control devices

On the steering wheels of the training vehicle no other appliances may be attached (except those appliances that are prescribed for the handicap personnel).

6.6 The „T” tablet, the mark of the driver training school

The size of the „T” tablet has to be measured, the difference of 10% is acceptable. The colour of the tablet has to be a similar blue to the colour of the traffic signs. The sticker stuck on the vehicle or the painted sign should also count as a valid „T” tablet. The indication of the name and address of the driver training school has to be inspected and also that the „T” tablet is well visible from the front or from the back.

7. Summary

By comparing the different vehicle categories it can be easily seen that no change occurred in the vehicle belonging to category „B”, this means that the given prescriptions were chosen properly earlier. Introducing a car for training is a cheap solution; the conversions are also not very expensive that is why most driving schools deal with car and motorcycle categories. Lorry training requires much more expenses from the driver training school that is why most of the training schools are not willing to undertake this challenge. A big change occurred for both the sub-category „C1” and for the category „C” vehicles compared to the older types. The regulation prescribes state of the art vehicles but the acquiring of these puts a great burden on the driver training schools.

The 24/2005. (VI.21.) GKM decree further excludes the permission of validating the certification after 31st December 2009. for those vehicles that entered service before 30th November 2003. However the decree 18/2009 (IV.14.) KHEM of the Minister of transport, telecommunications and energy affairs permits these vehicles that possess a training vehicle certificate before 18th July 2008 can obtain a further certificate until 30th September 2013. This gives a little prolongation for the training institutions to obtain their new vehicles and run their schools in the meantime.^[6]

References

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